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[a1545]

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Blend
Selected
Distillations of the
Finest Scotch Whiskies

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PORTLAND CEMENT.
Casks of 37½ lbs. net \$4.75 per Cask ex Factory.
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SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 14th August, 1903. [a3389]

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MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
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specialty.
MCKILLY & CO.,
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THE HEAD AGENCY OF THE JAVAN-
CHINA JAPAN LINE.

THE OFFICES of the above Shipping
Company have this Day been REMOVED
to ALEXANDRA BUILDINGS, 3rd
FLOOR.
Hongkong, 29th April, 1904. [1138]

REMOVAL NOTICE.

NORTH CHINA INSURANCE CO., LD.

THE OFFICE of the above Company has
this Day been REMOVED to ALEX-
ANDRA BUILDINGS, SECOND FLOOR,
Des Vaux Road.
H. G. SIMMS,
Acting Agent.
Hongkong, 30th April, 1904. [1149]

CHANGE OF ADDRESS.

**WILKINSON, HEYWOOD & CLARK,
LTD.** (Proprietors of David Storer &
ons), have REMOVED to ALEXANDRA
BUILDINGS (3rd FLOOR).
W. D. GRAHAM, Manager.
Hongkong, 5th April, 1904. [1157]

NOTICE OF REMOVAL.

MESSRS. PALMER & TURNER have
this Day REMOVED their Offices to
ALEXANDRA BUILDINGS, 3rd FLOOR.
Hongkong, 1st May, 1904. [1169]

NOTICE OF REMOVAL.

DR. KEW, BROTHERS & CO. have
this Day REMOVED their Dental
Surgery to the 3rd FLOOR, ALEXANDRA
BUILDING.
Hongkong, 2nd May, 1904. [1188]

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ELGIN ROAD, KOWLOON.
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Bath to each room.
Dining-room and Cuisine under strict
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European and American Wines, Spirits, and
Beers.
POOL AND BILLIARDS.
English, American and Manila Newspapers on
file.
Terms: \$4 to \$10.00 per day.
R. MATTHEW,
Proprietor.
Hongkong, 6th May, 1903. [a2128]

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ESTABLISHED IN LONDON IN 1815.

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Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
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Distinguished by Four Stars on the label.

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A fine, full, and fruity wine.

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**BENEDICTINE LIQUEUR—
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\$41.75 PER DOZ. QUARTS.
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BLEND WHISKY,**
\$11.00 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

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BATH AMMONIA**
EXPRESSLY PREPARED
FOR TOILET USE.

ANTISEPTIC
This new preparation will be found to combine the aromatic properties of the
French Toilet Waters with the cleansing power of Ammonia.
DELICATELY PERFUMED with the sweet odour of MITCHAM LAVEN-
DER the bath has a new charm.

CLEANSING
The addition of antiseptics REMOVES SKIN IMPURITIES, it is a Specific
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THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.

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DATES, FIGS, RAISINS, ALMONDS and NUTS,
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Hongkong, 21st December, 1903. [a138]

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Hongkong, 16th April, 1904. [a35]

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Hongkong, 1st May, 1904. [a1153]

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W. LAHMEYER & CO., FRANKFURT A/M.**

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[a332]

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Kruze & Co. and A. Chee & Co.
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A. CHI-E & CO.
Hongkong, 2nd May, 1904. [1162]

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**ON Monday, 26th April, between Peak and
Queen's Road, A LADY'S GOLD
CURB BRACELET.** Finder will be rewarded
B. LAYTON,
2, Ice House Street.
Hongkong, 28th April, 1904. [1118]

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Private Bar and Two Billiard Rooms for
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Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
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Hydraulic Elevators to each Floor.
Bedroom Accommodation—1:1 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.

Hot and Cold Water throughout.
Wines and Groceries specially imported by
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Wines cooled by Hotel refrigerators.
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MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
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PEAK HOTEL.

Admirably Situated. Sheltered from the
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FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

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Private Bar and Billiard-Rooms.
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Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

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MANAGER.
Hongkong, 10th June 1903. [a1082]

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.

Large and lofty Rooms. Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.
Launch Service for Guests.
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Hongkong, 31st October, 1902. [a49]

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(HOTEL-SANTARIUM OF SOUTH
CHINA)

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management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkongian*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER
[a241]

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HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable

WM. FARMER,
Proprietor.
[a607-1977]

GOLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Co.
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sundays
excepted to receive and deliver perishable goods
Wm. FARLANE, Manager.

Hongkong, 18th November, 1901. [57]

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LIMITED
ESTABLISHED A.D. 1841.
WINE AND SPIRIT MERCHANTS.

CLARETS.
FINEST VINTAGES FROM
THE MOST
CELEBRATED
CHATEAUX
IN EXCELLENT CONDITION.

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B. ST. ESTEPHE (Red Capule) ...	\$8.00	\$9.00
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THE HONGKONG DISPENSARY.

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The Daily Press.
HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.
HONGKONG, 4TH MAY, 1904

Though the decisive action which we wrote of in yesterday's leading article as likely to be witnessed when the Japanese take advantage of the return of warm weather to commence the land campaign in real earnest is still to come, there can be no doubt that the series of operations described in General Kuroki's despatches is of the greatest importance. It is true that it has from the first been said that the Russian plan of campaign is to fall back and draw the Japanese on into Manchuria. Nevertheless, although they offered little resistance in Korea to the Japanese advance from Seoul to Wiju, on the northern bank of the Yalu the Russians have for weeks past been throwing up entrenchments and strengthening them, so it was said, with barbed wire entanglements after the South African model. Moreover, they concentrated a considerable number of guns, though these seem to have been much inferior in range to the Japanese artillery. It was plain that they did not mean to let the Yalu be crossed without a severe struggle. The Japanese, however, made their dispositions wisely, and after occupying the islets in the Yalu River on the 28th April they brought up naval assistance, in the shape of six small vessels, before taking their main body across. According to a Russian despatch, quoted by Reuters, some Japanese troops had succeeded in crossing before the 26th ultimo. But it was not until Saturday, the 30th, that their Army is stated by the Japanese to have crossed to the further bank and advanced on the Russian position. The principal assault began on the 1st instant, the Japanese starting to cannonade at daybreak, and at 7.30 a.m. commencing an attack which, in the space of an hour and a half, left them masters of the heights.

The names of the places—probably villages—mentioned by General Kuroki are difficult to identify, but it would seem that the whole Russian front was shattered, for the defeated troops fell back on Fenghuangcheng, one of the principal points in Russia's second line of defence, the Japanese being left in possession of twenty-eight Russian guns and a number of prisoners. In the meantime a naval attack had been delivered on Antung, where the small Japanese flotilla seems to have found 400 Russian infantry and cavalry, whom they compelled to abandon the town, burning it as they left.

The net result of the operations is that the Japanese have crossed the Yalu and destroyed the first Russian line of defence, at an expense of 700 men. The victory is one of which they have every reason to be proud. For if the Russians did not stake all on holding the Yalu they cannot, at any rate, have desired to retreat so hurriedly as to leave twenty-eight of their guns in the enemy's hands, to say nothing of the prisoners. The fact seems to be that the Japanese artillery was too good for them and that the infantry completed too well the work begun by the guns. With a large Japanese army now in Manchuria, the Russians find themselves in a very different position from that of last month, when the Japanese were still confined to Korea. Japan can shortly land troops direct, if she desires, on the Manchurian coast, at some point between the Yalu mouth and Takushan, for the Russians can no longer hold posts along this coast with the Japanese in great strength on their flank and rear, as well as in command of the sea. Nor is it certain that their Fenghuangcheng position will be tenable long. The line between there and Liaoyang, as we have pointed out before, faces wrongly to oppose an advance from Korea. We may expect constant skirmishing now, but it seems problematical whether the Russians are going to make a desperate effort yet to yield no further before the Japanese advance. The superior Japanese artillery will come into play again very soon, we may be sure. We have been told before that Moulken will be the spot at which the Russian retreat will stop. The Russians may be at Moulken before they expected.

There will be a meeting of members of the V.R.C. this evening to make arrangements for the water-polo season.

We are asked to state that Mrs. May will no longer be "At Home" on the first and third Thursdays of the month, for the present.

A large whale struck one of the submarine mines in Possiet Bay recently, causing it to explode. The body of the whale has been washed ashore.

Two fatal plague cases were reported yesterday, one body being found in Kowloon City and another in Ko Shing Street, No. 8 Health District. Both were Chinese.

The *Echo de Paris* publishes the following from St. Petersburg:—"It has been definitively decided that the Tsar and Tsarina will stay at St. Petersburg until the spring and will then proceed to Peterhof."

The work of transforming the Inner Circle underground railway in London into an electric railway was in progress day and night when the last mail left. An electric railway running from Uxbridge to Harrow is also to be opened this summer.

The Dominion Government has disallowed two Bills passed by the Legislative Assembly of British Columbia in 1903 aiming at the exclusion of Japanese from the country and from the collieries. Mr. McBride, the Premier, states that the Bills will be re-enacted on the earliest opportunity.

Die Zeit learns from Steyr (Upper Austria) that 25,000 rifles of an old pattern have been sold to China by the Gun Factory there during the last few months, and that fresh orders had to be refused, as the conditions—cash down, or a guarantee by first-class firms—were not complied with.

The latest news about Colonel Marchand is that he has received permission from the Tsar to be attached to the staff of General Kuroki to follow the operations in the North. Colonel Marchand is beginning to be a close rival of Naval Instructor Hobson, U.S.N., in the matter of newspaper paragraphs.

Viscount de Fontenay, the French Minister at Seoul, is reported to have presented to the Imperial Korean Foreign Office a claim for nine hundred thousand yen compensation for railway material alleged to have been supplied from France for the Seoul-Wiju Railway. A concession for the construction of this railway was originally granted to certain Frenchmen who, however, allowed it to lapse without even beginning work upon the line. Thereupon the Korean Government started constructing the line, employing French engineers to supervise the work. Recently the concession was transferred to Japan, and the construction of the railway is being rapidly proceeded with under the direction of the Imperial Japanese Railway Department.

There are complaints at present from residents in Caine Road of bad smells coming from the drains between Glenora and Old Bailey. Especially in the evening the effluvia are most offensive. It is certainly high time that the condition of these drains was looked into by the proper authorities and an improvement effected as a preventive of the outbreak of disease. The offence seems to be caused by bad air coming from the storm-water drains.

Mr. Robert Hewett, who becomes Governor of British North Borneo, in succession to Mr. E. W. Birch, has been for the past thirty years in the service in the Straits Settlements, where he has had some experience of nearly all forms of official life. This will all be of great use to him at Sandakan, and his facility for handling financial affairs should prove of benefit to the Borneo Colony. Two years ago, after rising gradually, Mr. Hewett became Financial Commissioner of the Federated Malay States, an onerous post, which would give trouble to any but a clear-headed and capable man.

Writing in a home paper, "E. J. V." calls attention to the matter of the clothing of the British troops in North China during the winter season. In Tientsin, he says, our soldiers instead of having fur coats, as other nations do, are ordered in the bitter winter weather, to wear the loose regulation khaki coat, when in muff coats of double fur are worn and fur caps with ear-flaps. Surely officers considered worthy to command men might be allowed sufficient discretionary power to clothe them in accordance with the rigours of the climate, should the authorities at home forget that China is a large country, and that what suits the south will not serve in the north. He thinks it hard enough for the mothers of England to give their sons for service, and that such treatment should not be meted out to "wring their hearts in this ruthless manner."

A British traveller, who is stated to have an intimate knowledge of Tibet, writes:—"Tibet is destined to become the California of the future. The regions into which the British Mission is now penetrating is one of the richest in the world. In fact, its mineral wealth is simply fabulous. Gold abounds in all directions, and nuggets as large as hazel nuts are found within a foot of the surface with no other mining implement than the shovel. British soldiers are, indeed, advancing into one of those ancient treasure houses of the world, where one has but to scratch the soil and all is gold that glitters. Nor is gold the only wealth that is stored within these enchanted mountains. Iron, borax, salt, quicksilver, and lapis-lazuli are there in abundance, only awaiting the touch of an enlightened and civilising energy to reveal their hidden treasures to an astonished world. Of set policy both Chinese and Tibetan authorities have opposed the mineral development of the country, but it is undoubted that one of the contingencies of the near future consequent on the presence of a Russian resident at Lhasa would have been the mineral exploitation of Tibet."

The war is affecting tea supplies in Russia. At Dalny it is stated that there are 1,600,000 pounds of brick tea awaiting the opportunity for export, and the Russian Minister of Finance has held a meeting for the purpose of arranging with the merchants methods of removal, as this class of tea is subject to deterioration. The *Norvich* asks the pertinent question:—"Which way is this tea to come to Russia? Cargoes of merchandise are not accepted on the Manchurian railway at the present time, and insurance companies refuse to accept the risks attendant upon the passage of the tea through Mongolia. As the Amur route is impossible, only two routes remain—the Arctic and Indian Oceans. The first of these is unsafe, as six ships were ice-bound two years ago. With regard to the route to Odessa by the Indian Ocean, the Russian Government charge the high duty of 11.75 roubles per pood (40lb.) The tea merchants say it is impossible to pay this duty. Brick tea, which is the subject of negotiation, is drunk four times a day by the inhabitants of the Volga and central districts. It is boiled with butter and milk, and forms a nourishing article of diet."

ORCHESTRAL CONCERT.

The Band of the German cruiser *Hansa*, by kind permission of Rear-Admiral Holtzendorff, gave another orchestral concert at the Theatre last night under the able direction of Herr Bertram, the bandmaster of the ship. The following was the programme on this occasion:—

PART I.
Overture, "Der Freischütz" Weber
String Quartet (a) "Traumverweil" Komzak
(b) "Bosnische Legende" Komzak
Selection, "Tannhauser" Wagner

PART II.
Fantasia, "I Pagliacci" Leon Cavallo
Intermezzo (a) "Naïa" Delibes
Introduction (b) "Der Pfeiferkönig" Mannfeld
Hungarian Rhapsody, "No. II" Liszt

The previous public performances of the Band insured for them another full house which was equally as demonstrative in its appreciation as the audience at the concert given about ten days ago, and endures to the majority of the items on the programme were kindly given by way of acknowledgment. Especially enjoyable was the string quartette; and indeed the entire programme was rendered in a manner deserving high commendation. It is seldom indeed that Hongkong is favoured with orchestral concerts of such excellence. The audience last night included H. E. the Officer Administering the Government and Mrs. May, H. E. Major-General Villiers-Hutton, C.B., the Officer Commanding H.M.'s Forces and Mrs. Villiers-Hutton. At the conclusion of the concert the Band played the British National Anthem.

TELEGRAMS.

"DAILY PRESS" SERVICE.
[FROM OUR OWN CORRESPONDENT.]

THE WAR.

THE BATTLE OF THE YALU.

LONDON, 2nd May, 11.10 a.m.

The Russians admit the capture by the Japanese on the 1st instant of Chuliencheng, and say that the battle is continuing at Potientintzy and Tschinglu [?].

The Japanese state that the Russians lost 800 as compared with their own 700, and that they have captured 28 Russian guns and 20 officers.

The Russians burnt the town of Antung after their defeat and abandoned it, retiring in the direction of Fenghuangcheng.

THE PURSUIT.

STUBBORN RESISTANCE AND HEAVY LOSSES.

Through the courtesy of Mr. M. Noma, Japanese Consul, we are enabled to publish the following official despatch received by him yesterday:—

TOKIO, 3rd May, 8.10 p.m.

General Kuroki reports that on the afternoon of the 1st inst. the enemy offered stubborn resistance to our pursuit, adding 300 to our casualties. The enemy fought bravely to the last. Finally, two companies of their artillery losing the majority of their men and horses, they surrendered by raising a white flag. The officers taken prisoners asserted that Division General Kashiitarinsky, the commanders of the 11th and 12th Infantry Regiments, and the Artillery Battalion Sharpshooters were killed. Many other superior officers were also killed or wounded. Many refugees subsequently returned and surrendered. The total number of prisoners was:—39 officers, and 300 non-commissioned officers and men. Details of losses are under investigation.

SHANGHAI SPRING RACES.

FIRST DAY.

SHANGHAI, 3rd May.

SUBSCRIPTION GRIFFIN PLATE.

Messrs. Toog's and Barley's Seedcake ... 1
Mr. John Peel's Glenburn ... 2
Mr. Q. Bee's Skat ... 3
Time, 1.32.2.5.

CRITERION STAKES.

Mr. Common's Gaddy ... 1
Mr. John Peel's Steelboy ... 2
Mr. Willis E. Gray's Huvon ... 3
Time, 2.6.

GRIFFIN'S PLATE.

Mr. Scandypat's Alaska ... 1
Messrs. Robson's & Twooves' Harvard ... 2
Mr. Marins's Adour ... 3
Time, 1.30.

CATHAY CUP.

Mr. Scandypat's Jetsam ... 1
Messrs. Toog's and Barley's Boyne ... 2
Mr. John Peel's Polka ... 3

JOCKEY CUP.

Mr. Toog's Otter ... 1
Mr. K. J. Kingsford's Heather Moth ... 2
Mr. R. B. Moorhead's Kestrel ... 3

HART LEGACY CUP.

Mr. John Peel's Set ... 1
Mr. Kanuck's Hokoku ... 2
Mr. Fernando's Loch Gail ... 3

[The above results are published by kind permission of the Hongkong Jockey Club.—E.D.P.]

REUTER'S SERVICE.

THE WAR.—THE BATTLE OF THE YALU.

LONDON, 1st May.

Washington wires that reports have reached the State Department of a great battle at the Yalu, resulting in a complete Japanese victory.

JAPAN'S VICTORY.

LONDON, 1st May.

The Japanese have captured Chuliencheng which is regarded as the key of the Russian position on the right bank of the Yalu. It is expected that the Russians will retreat to Fenghuangcheng.

NEUTRALITY.

LONDON, 1st May.

Sweden and Denmark have issued proclamations of neutrality forbidding the warships of belligerents to enter their naval ports or certain waters protected by mines.

THE S. LOUIS EXHIBITION.

LONDON, 1st May.

The S. Louis Exhibition has been formally opened President Roosevelt, at Washington touched a button setting all the machinery in motion and unfurling the flags. An immense throng sang the "Star-Spangled Banner."

LATER.

The S. Louis exhibition is on an immense scale, the grounds covering 1,240 acres. Fifty foreign Governments are represented, nineteen of which have erected national pavilions. The exhibition is the greatest ever held in the world, exceeding the Chicago Fair. The opening ceremonial, in the presence of the civil, military, and naval and the foreign dignitaries, was the most impressive.

THE UNITED STATES BUDGET.

LONDON, 1st May.

The revenue for the coming year is estimated at £140,800,000 and the expenditure at £156,300,000.

FRANCE AND ITALY.

LONDON, 1st May.

President Loubet has reached Marseilles. The visit was highly successful, both politically and socially.

WAR NOTES.

A comparative lull in war news was experienced yesterday, though additional confirmation has arrived of Japan's successful forcing of the Yalu position. We comment on this elsewhere.

RUSSIAN DESTROYERS AND BRITISH DESIGNS.

The statement that Messrs. Yarrow and Company have consented to sell plans of destroyers to the Russian Government has been denied. The facts of the case are that about four years ago the Nevsky Works at St. Petersburg received an order from the Russian Government to build a number of destroyers, the principal condition attaching to the contract being that the Nevsky firm should work to the most approved design, to be obtained from some firm who had a special reputation for this class of construction. At that time the Russian Government gave the preference to the Yarrow firm, and the Nevsky Works accordingly obtained the designs from them. The destroyers were to be of the same design as those building at the time by the Poplar firm for Japan, and of 350 tons displacement. These vessels were built in accordance with the English designs, and are now being used in the war with Japan. It is further stated that the Russian Government have given the Nevsky Works a further order to build an additional number of destroyers from the plans originally supplied by Messrs. Yarrow, in view of the success achieved by the boat built in the first instance.

SINGULAR RUSSIAN STORY.

From Moscow it is reported that the Russian General Staff recently received from Colonel Lazareff, Military Attache to the Embassy in Paris, a report to the effect that the Japanese were purchasing ammunition, powder, and preserved provisions through the intermediary of the Chinese Legation at Paris, which, according to the report, despatched the stores to Chinese ports, principally Shanghai, whence the contraband consignments were delivered to Japan. This ingenious operation was at last discovered, it is alleged, through the constant nightly visits of Japanese to the Chinese Legation, which attracted the attention of the neighbours. The curiosity of the latter, especially those belonging to the servant class, became so keen that some of them lay in ambush in the porter's lodge of the Chinese Legation, in order to watch the comings and goings of the Japanese. It was a chambermaid in service with a Russian family who revealed the whole affair to her employers in explaining a prolonged nocturnal absence, with which she was taxed. Her master and mistress, much puzzled by these mysterious proceedings, begged the chambermaid to clear up the matter. They thus succeeded, thanks to the indiscretion of the co-conspirator, in learning all about the clandestine operations of the Chinese Legation staff and informed Colonel Lazareff, who immediately reported the matter to the Russian Embassy, with the result that representations were immediately made to the French authorities to put a stop to such a state of things.

NAVAL NOTES.

WORLD'S WARSHIP RECORD.

Intelligence was received at Queenstown last month from Bermuda that the first-class cruiser *Drake*, belonging to the Cruiser Squadron under Rear-Admiral Sir W. H. Fawkes, had broken the world's record for warships in the remarkable speed she developed in her run from England to Las Palmas. On a speed trial the *Drake* averaged 24 knots an hour, and practically ran away from the other ships of the squadron. On a subsequent steam trial from Jamaica to Bermuda the *Drake* made another splendid run. She left Jamaica on a Saturday night, and arrived at Bermuda on the following Monday morning. During these speed trials the engines worked in a highly satisfactory manner. There was no undue heating of any of the parts, and a much longer distance could have been steamed with equally satisfactory results.

CHOLERA ON THE FRENCH MAIL.

"ERNEST SIMONS" QUARANTINED OFF STONECUTTERS.

The Messageries Maritimes s.s. *Ernest Simons* the outward French mail, arrived from Saigon yesterday. As a case of cholera had occurred the vessel was put into quarantine, and anchored off Stonecutters' Island. The case was that of a passenger, Mrs. Lollo, wife of Dr. Lollo, Colonial Secretary of Macao. She died on the 2nd inst. and was buried at sea. Deceased recently went to Portugal accompanied by her husband, the Doctor, and the two were returning together to Macao. The case was a particularly sad one, as relatives and friends of the family had come to Hongkong to welcome Doctor Lollo and his wife home.

The deceased was a daughter of Senator Commendador A. J. Basto, the well-known barrister at Macao, who is Consular Agent for France. She was very popular and is much lamented.

Dr. Lollo left for Macao yesterday by the Hongkong, Canton and Macao s.s. *Huengshan*. Should the *Ernest Simons* be released from quarantine to-morrow morning, as expected, she will probably leave for Shanghai at 2 p.m.

FIRE BRIGADE COMPETITION.

WINNERS AND THEIR TIMES.

The Police authorities yesterday issued results of the Fire Brigade Competition, held at the back of the Ko Shing Theatre on the 26th. Three squads competed. The results are as follows:—

DESPATCH-BOX.

In this event each competitor in turn had to connect the hose, run out one length, fix on the branch-pipe and hand it to an assistant, and run back and go through the motion of turning on the water.

FOREMAN GRANT'S SQUAD:—The best two were Fireman Hedge, who performed the feat in 50 seconds; Fireman Cooper, 49 secs. Total, 1 min. 39 secs.

FOREMAN WATT'S SQUAD:—Assistant Foreman Kent, 1 min. 4 secs.; Engine Driver Hill, 54 secs. Total, 1 min. 58 secs.

FOREMAN FENTON'S SQUAD:—Fireman Watt, 59 secs.; Fireman Williams, 53 secs. Total, 1 min. 52 secs.

BIG ESCAPE.

Each squad (six men) in turn ran the fire-escape up against the building to be operated on, and raised the telescope ladder by means of winches. In the meantime another squad of three men ran out the hose-rol, connected the coupling to the mains, brought the other end of the hose to the ladder, fixed on a branch-pipe, and hoisted it up the ladder to a man already in position. The escape was 75 ft. long.

FOREMAN GRANT'S SQUAD:—Time, 2 min. 18 secs.

FOREMAN WATT'S SQUAD:—Time, 2 min. 38 secs.

FOREMAN FENTON'S SQUAD:—Time, 2 min. 44 secs.

LADDER DRILL.

On the word go a squad of six ran to a common bamboo ladder, which they hauled up to a house by means of guy ropes. Three other men in the meanwhile manipulated a hose in the same manner as with the fire-escape.

FOREMAN GRANT'S SQUAD:—Time, 2 min. 4 secs.

FOREMAN WATT'S SQUAD:—Time, 1 min. 38 secs.

FOREMAN FENTON'S SQUAD:—Time, 1 min. 58 secs.

TOTAL MARKS.

Foreman Grant's squad won the contest, the total time for three competitions being 6 min. 1 sec. Foreman Watt's squad came second (6 min. 14 secs.), and Foreman Fenton's squad showed a total time of 6 min. 34 secs.

CHINESE FIREMEN.

Fireman Leung Fat (No. 10) worked the despatch box in 49 seconds, very good time.

The small fire escape, 62 ft. long, was worked by three squads of Chinese firemen, in the same manner as the big escape.

Lan Shan's squad did it in 2 min. 21 secs., Leung Sek's squad in 2 min. 22 secs., and Chung Kok Shing's squad in 3 min. 4 secs.

CORRESPONDENCE.

WATER POLO.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 3rd May.
Sir,—To-morrow being the day that the Victoria Recreation Club held their Water Polo meeting, I would like to air my views on the subject, and hope they may in some small measure influence the proceedings. To begin with, the V.R.C. are the original promoters of the Water Polo Shield, and from the start till last year held it each year with flying colours against all opposition. Last year, however, Mr. A. Chapman, who holds the dual position of Chairman of the V.R.C. and Major of the Volunteers, curiously proposed that the Volunteers ought to get up a team for the Water Polo Shield. Unluckily for the Club the scheme was adopted and the greater portion of the cream of the Club, men who the previous year had won the Shield for the Club, being Volunteers, played against the Club at the suggestion of their Chairman. The Club, naturally, was defeated by their own members. I would like to point out that in this respect the interests of the Club and those of the Volunteers clash, and it must be remembered, the founders of the Shield Competition have prior claim to the men. The Club Lusitano, I might add, stand in quite a different light, for they are all comprised of the same nationality. Let us hope the V.R.C. will again defend the shield this year with a strong team as in years gone by. Victories of this description are cherished greatly by the Club's large membership; even by those who cannot play water polo.

Yours, etc.,
WATERWITCH.

MANILA NOTES.

A RELIGIOUS IMPOSTOR.

Jose Saide, a religious impostor, was arrested by the secret service on the 29th ult. at a house in Calle Tandany, where he was holding a mock communion service, surrounded by one hundred and fifteen of his dupes. Saide was gorgeously arrayed in a purple robe, with artificial flaxen hair, on which rested an enormous gilded crown. His face was blacked and he wore a braided black wool beard. He had announced himself as the Messiah and was reaping a rich harvest from the credulous natives, for blessings, promises of prosperous voyage, success in business or in love, the cure of diseases, and other things. A fat native woman, said to have been raised by him from the dead, was in his suite as the Virgin Mary. Saide is a native of Pagsanjan, Laguna province.

FIRE ON THE ESCOLTA.

The Escolta was visited by a fire on the evening of the 29th ult. The damages are roughly estimated to be about fifty thousand pesos to the building and about one hundred thousand pesos to the stock on hand. The building and the stock was fully insured. The fire started in the rear of the department store "Les Amazones," number 98 Escolta, on the upper floor. The blaze soon spread to the adjoining store, the Bazar de la India-Inglesa, but the flames were confined to the upper part of the building. The store in which the conflagration started is owned by Llavore and Tayot, and they are the heaviest losers, aside from the owner of the property. The building is owned by Pedro Roxas and is said to be fully insured. The stores were damaged to some extent by water and smoke, but they are also reported to be fully insured.

OUTLAW SENTENCED TO DEATH.

Mamuel Tomines, the leader of the band of outlaws that raided Isabela province, about which there has been so much stir lately, has been sentenced to death by Judge McCabe. Twenty-two members of the band led by him were also sentenced to terms of imprisonment ranging from one to eight years. The sentences were pronounced on the 29th ult.

THE ELECTRIC TRAM-CARS.

Work on the Manila electric street railway is progressing rapidly. Great progress is being made on the erection of the power-house, which the company expects to have completed by December 1. The line should be in full operation by January 1, 1905.

When completed the company will have thirty-eight miles of track within the limits of this city, including the line from Manila to Malabon. In the vicinity of Malabon, Calocan, and Navotas it is estimated that there are about fifty thousand people, according to the recent census, who will be accommodated by the line. The company has at the present time about twelve miles of track laid and work is being pushed ahead as fast as possible.

THE GOMEZ CASE.

The Gomez-Kubala case has closed at last. The fate of the defendants is now in the hands of the court. As to their innocence or guilt there was considerable diversity of opinion expressed on the 28th ult. when the case was declared closed. A slight majority seemed to think acquittal would follow.

The court has been occupied with the trial for a period of more than six months. Hundreds of witnesses were examined, and the arguments before the court have extended over almost two weeks. The court assessors heaved a sigh of relief when the prosecution declared that it had finished its case and was willing to allow the case to rest with the court.

THE HONGKONG-PORTLAND RUN.

An error crept into our last issue concerning the Portland and Asiatic S.S. Co. The vessels of this concern have not changed their names, and are still running under the same flag. Four years ago this line was initiated, running between Portland (Oregon) and Hongkong via Japan ports, having the steamers *Tadras*, *Indrapura*, and *Knight Companion*. After the memorable wreck of the *Knight Companion* on the coast of Japan the *Tadras* was chartered to take her place. From that time to the present, a regular schedule and an efficient service has been maintained.

The China Commercial Steamship Company, recognising the importance of Portland as a shipping market, came and acted as a supplementary service to the Portland and Asiatic Steamship Company in handling the traffic.

The Japanese post office department recently petitioned the local representative to allow the use of the P. & A. steamers for the carriage of European and American through mails.

Commencing this month the Harriman steamship service out of Portland will consist of eight steamships, with a combined carrying capacity of 60,000 tons, and a schedule which will give this port an Oriental steamer sailing every ten days. In order to increase the service so as to admit of such frequent sailings, the three "Indras" now comprising the Portland and Asiatic Steamship Company's fleet, will be released, as their charters expire in April and May, and will be replaced by four new modern built freighters of the most approved type, with a deadweight carrying capacity of from 7,000 to 8,000 tons on a draft of 24 feet of water. The vessels are all Hamburg-American liners and on account of their large carrying capacity on a comparatively light draft of water are particularly adapted to this trade.

The Patentees—Macdonald & Cameron, Limited—deserve A NATIONAL MEMORIAL for their excellent inventions—"Dover Chronicle," "The Waverley Pen," "The Pickwick Pen," "The Owl Pen," "The Hirdo Pen." Sold at all Stationers. Waverley Works, Edinburgh.

POLICE COURT.

Tuesday, 3rd May.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

"BETTER OUT OF COURT."

Two Chinamen issued cross summonses against each other for assault. One had a cut on the arm and the other a cut on the leg. Mr. GomPERTZ fined them \$10 apiece.

A POLICE SQUAD.

An Indian constable charged two other Indian constables with assaulting him. The defendants, when the assault occurred, were in plain clothes, off duty, and the complainant was on duty. The first defendant was fined \$10 or 14 days, second defendant \$5 or seven days.

A SAULT.

Three soldiers of the Royal Engineers were charged with assaulting an Indian constable. The first was fined \$10 and was ordered to pay \$1.75 for damage to the constable's uniform, the second was discharged, and the third fined \$3. There appears to have been a dispute about ricksha-hire.

ALLEGED ARSON.

A fire, it will be remembered, occurred at No. 138, Wellington Street, second floor, recently. The conflagration took place between three and four o'clock in the morning. The master of the establishment had gone to Canton, leaving a man and woman in charge. This man appeared before Mr. GomPERTZ to answer to a charge of arson.

Mr. E. R. Hallifax, Deputy Superintendent of Police, presented, and Mr. P. W. Goldring, solicitor, of Mr. J. Hastings's office, appeared for the defence.

From evidence it appears that when the fire took place the people living at the next house, No. 140, saw flames at the back of the building, and also a fire on the verandah. The tenant of the first floor of No. 138 put out a fire on the stairs leading from the first to the second floor, and the occupant of No. 140 put out the fire on the verandah.

The premises were insured in the Northern Insurance Office and another company for \$3,000, and with Messrs. Sander, Weiler & Co. for \$1,000.

The defendant was committed for trial.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

PANTAN.

Ten gamblers of the coolie class figured before Mr. Kemp for having had a quiet dinner in *Pantan* at No. 104 De Voeux Road Central. One defendant, the keeper of the house, was fined \$50 or two months' imprisonment, and the others were fined \$3 or ten days. \$11.30 seized, and \$12.45 found on the person of the first defendant, together with the gambling outfit, were confiscated. Inspector Gould presented.

AN ANCHOR.

A fisherman charged with unlawful possession of an anchor explained that he had dragged it while fishing. The case was discharged, the Police, however, keeping the anchor.

"KANAGAWA MARU" AT HONGKONG.

CAPT. JOHN MCKENZIE DODGES THE RUSSIANS.

The fine four-masted steamer *Kanagawa Maru*, belonging to the Nippon Yusen Kaisha's European line, left Hongkong for Japan yesterday, after a 24 hours' stay at this port. She left London shortly before war broke out, arriving at Malta on the 7th February, when she heard of the war. The vessel had a valuable general cargo on board, some 5,000 tons in all, and she found herself in a very dangerous position. Information was received at Malta that a Russian fleet was not only cruising in the waters of the Mediterranean, but was right off the port. Nothing could be done but remain in the neutral harbour, so Capt. John McKenzie "twiddled his thumbs," and did not shift ship for 20 days. On the 27th February he heard that the Russian fleet had steamed away in a certain direction. He at once got the anchor weighed, taking the opposite direction, and dodged off under the shadow of the African coast. It was common knowledge that Russian warships were infesting the waters of the Red Sea, so his only route was to steam right around the "Dark Continent." The *Kanagawa Maru* arrived at the Cape de Verde Islands in due course. Next she called in turn at Cape Town, Durban, Singapore, and finally Hongkong.

She is a vessel of 3,325 net tonnage, 550 horse-power. As she left London on the 29th January she took 94 days on the passage out. The Russians lost a good prize.

M. MURAVIEFF AND THE HAGUE TRIBUNAL.

In concluding his report to the Tsar on the proceedings of the Venezuelan Arbitration Court before The Hague Tribunal, M. Muravieff, Russian Minister of Justice, and President of the Court says:—

"I am convinced that this international tribunal is adapted to the settlement of all disputes in which the purely legal element predominates, and in which questions relating to the political and national life of States and peoples are not touched upon. This great work, called into existence by the Emperor, needs still more careful attention on the part of those States which are animated by a desire for the peaceful progress of mankind on the basis of law and justice. Among other things the general confidence, sympathy, and esteem displayed during the proceedings of the tribunal in the Venezuelan case must be regarded as a guarantee of the success of the Court."

MARINE COURT.

Tuesday, 3rd May.

BEFORE HON. CAPT. L. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

REPORTING DUTY.

Johann Dammervig, Master of the Norwegian steamer *Orange*, appeared as complainant against Peter Spencer, Archibald Powlett, Joseph Cuffley and Moses St. John (sailors), James Gay and Samuel Haydo (firemen), and Joachim Joss and Francisco Correia (trimmers).

The complainant stated that while at Hongkong on the 30th ult. the eight defendants refused duty, requesting to be discharged. He told them that their time was not up. They asked to see the Consul, but complainant explained that the whole crew could not leave the ship together; one of them could come with him to see the Consul. He took Joseph Cuffley to the Consul, who informed the man that they could not be discharged as their time was not up, nor was sufficient money due to them. Joseph Cuffley then insisted on seeing the Harbour-Master, who informed him that they could not be discharged at Hongkong unless the Consul undertook their maintenance. From that time until the present they had done no work. The men also had gone ashore without permission.

The defendants said that when they signed articles at Newport they understood they were just signing for the voyage to Hongkong.

The agreement had been read to them when they signed on. Defendants were convicted, and sentenced to four weeks' imprisonment, also forfeiting two days' pay.

FRANCE AND SIAM.

To understand the different attitudes adopted by various sections of the French Colonial Party, says a writer in the *London Morning Post*, it must be borne in mind that those differences really have reference only to the probable effect which the new treaty will have on the ultimate object of French ambitions in the Far East. As to that ultimate object there is entire agreement. It is the eventual absorption of Siam into France's Indo-Chinese Empire. This is the end which is kept permanently in mind by every member of the French Colonial Party, and the test by which the new treaty is judged is whether it will or will not contribute to the speedy realisation of that object. If it be asked what are the grounds on which it is sought to justify the design to annex the territory of an independent Asiatic State, the only intelligible answer that can be given is that Siam is a rich and prosperous country which the French would very much like to possess. To most people it would seem that the various concessions of the new treaty constitute a sufficient guarantee of the predominant position claimed by France in the Mekong Valley. But the Committee of Foreign Affairs to which the treaty has been referred is not satisfied, and has instructed M. Francois Deloncle to draw up a report embodying its suggested amendments.

LATE TELEGRAMS.

[VIA CYLON.]

THE TIBET MISSION.

London, 14th April.

Mr. St. John Brodrick, in his speech last night, defended Lord Curzon from the allegation of showing a desire for expeditions, or the undue assertion of British interests. There had been only three expeditions during Lord Curzon's Viceroyalty, which number had been greatly exceeded under his predecessors. During his tenure almost every part of the Government had been overhauled and reformed by the immense labour and knowledge he brought to bear. He has shown an unquenchable desire for justice in administration, and has shown a full desire for peace on the Frontier.

Mr. Balfour said the House could rely without the smallest misgiving on Lord Curzon loyally and ably carrying out the policy which the House and the Government agreed was proper.

Calcutta, 15th April.

Details of General MacDonald's advance to Gyantse have been received. The Tibetans encountered at the entrance to the narrow gorge were strongly posted on ridges and rocks commanding its entrance. They opened fire on the advance guard. The position they held necessitated somewhat long turning movements, with an ascent of about 2,000 feet, during which the enemy were shelled. When the general advance took place they were quickly routed and fled in all directions. Only three Sepoys were wounded on the British side. The Tibetans lost nearly 200 killed. Their total strength was estimated at about 2,000, including the Shigatse and Gyantse regular troops. These are now reported in full flight all over the country. The local Tibetans are now all pleading for peace. Three Lamas are now on their way from the Dalai Lama, and the Chinese Amban is also understood to be en route to meet Colonel Younghusband. The Gyantse district is described as rich, with ample fields of grain. Tens of thousands of hampers are scattered around the main town, so that the troops are likely to be well provided for. Large numbers of the inhabitants have fled. All opposition for the present seems to have entirely disappeared.

Calcutta, 19th April.

A telegram from Gyantse, dated 16th instant, states that, while the troops were engaged destroying gunpowder abandoned by the Tibetans, four Sepoys were killed and a native officer severely injured at Guru. Again, yesterday, at Gyantse, 14 Sepoys were severely hurt. Col. Younghusband has received a letter from two leading Bhutans Chieftains, congratulating him on the success of British arms, adding that the Tibetans had brought the punishment upon themselves by their folly.

POLITICAL FACTORS IN RUSSIA.

[FROM A ST. PETERSBURG CORRESPONDENT.]

The power of the few Statesmen who are supposed to know the secret of Russia's foreign policy is now considered, in diplomatic circles, of less importance than it used to be. People already try to read, between the lines of the leading articles of the *Journal de St. Petersburg*, Count Lamsdorff's monthpiece, how he defends his position against the criticism that his moves in the diplomatic game against Japan have evoked. It is quite clear that he ought to have endeavoured, by shrewd concessions, to prolong the negotiations until the end of June, when Russia's preparations for war in Manchuria and Korea would have been finished. That there was a strong probability of succeeding in this attempt at procrastination is admitted on all sides. Even alleged passages from M. Pavloff's and Baron Rosen's secret reports are quoted as a proof that such enticing paths could easily have been found to drag the Japanese along with him. In fact, that this ruse was not thought of is explained, in well-informed circles, by the ill-timed influence which M. Desobrowski exercised on the Viceroy Alexieff and thereby indirectly on the Minister of Foreign Affairs. There are even people who dare hint that this adviser is personally and even pecuniarily interested in the premature annexation of Manchuria. It is said that already with the Ukase of the 13th August, when Alexieff was appointed Viceroy of the Far East, that aberration of foreign policy began which brought Russia further and farther away from the proper track prescribed by due consideration of all the interests of the Empire. The greatest reason for anxiety is the fact that it is just in naval circles where indignation at Count Lamsdorff's mistakes is most strongly pronounced. Ambitious politicians among naval men may rely on the support lent by the Grand-Duke Michael Alexandrovitch and by the Tsar's brother-in-law, the Grand-Duke Alexander Michailovitch. Moreover, this feeling in naval circles is gaining strength in the same proportion as the chance brought by Admiral Makaroff into the defensive tactics at Port Arthur is being noticed. Now people begin to see that the want of depth in the dry dock at Port Arthur was really no hindrance for starting the work of repair of the huge ironclads. When the guns, anchors, and chains are unloaded, even the *Tarevitch* could, with the help of some pontoons, go into dock when the *Pallada* had left it. The repairs of that largest ship of the line will be finished by the middle of April, so that then the *Retvizan* can take her place. When this liner is repaired as well, we may hear of a great naval battle. In case the Russian war-ships after the benefit of a long rest should gain a victory over the Japanese monitors that, by the wear and tear of a long winter campaign, must have lost some of their fighting value—in case of such a Russian victory the friends of the Navy would get so much power that Count Lamsdorff must fall a victim to their indignation.

At the same time, a successful naval battle might also be the means for extending the term of dictatorship for Baron von Plehve. Its principal enemy at present is not to be found in those congresses of medical men and engineers that have been dissolved by the police or have given the occasion for many imprisonments. The real danger for von Plehve's system comes from the more cool-headed opposition of the *Semiatovs* (assemblymen) in the provinces. But up to the present von Plehve has shown himself perfect master of the situation. He understood how to make an impression on the Emperor's proper time by interpreting the political agitation which had its principal support among officers of the provincial administrations and teachers in the higher schools as frivolous attacks directed against the orthodox religion and the Russian Church. He need only make proper use of the Tsar's edict to the Senate, which gave him the power to suspend the meetings of the provincial assembly at Tver (which some years ago petitioned the present Tsar for a Constitution) for three years and to banish obnoxious persons that Government, in order to keep the most dangerous constitutionalists under his thumb.

An arrangement and an alliance between the self-reliant Home Minister and Naval men with a successful record behind them would, as matters now stand, make it its first object to overthrow Count Lamsdorff. Then the decision in all questions of Russian policy would be in the hands of this fraternity of "genuine" Russians.

*We have heard.—Ed. D.P.

CHINA IN THE HOUSE OF COMMONS.

SHANGHAI AND NANKING RAILWAY.

On the 28th March Mr. Weir asked the Under Secretary for Foreign Affairs whether, having regard to the fact that, under the terms of the agreement signed by the British and Chinese Corporation (Limited) and the Chinese Government on July 9, last, the Corporation undertook to provide a capital of £3,250,000 for the construction of the Shanghai and Nanking Railway by the 9th inst., and that the requisite loan had not yet been arranged, he would ascertain whether the Chinese Government had assented to an extension of the period during which the money might be found, and the nature of any such extension.

Lord Percy replied:—We understand that it has been mutually agreed between the Chinese Government and the Corporation to postpone for the time being, the issue of the Loan in accordance with the terms of the contract, which provides for the contingency of an unfavourable condition of the money market in the event of an outbreak of war.

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Hongkong, 10th March, 1904.

RUSSIA AND NEWCHWANG.

The *Law Journal* says:—The decision of the neutral Powers not to protest against the Russian declaration of a siege at Newchwang is a wise one. There can be no doubt that it is the duty of a belligerent to respect neutral territory—a duty which both Russia and Japan violated at the outset in sending their armies to Korea. The position, as regards the Manchurian portion of the Chinese Empire occupied by Russia, is altogether anomalous. That occupation, illegal though it may be, was a *fait accompli* before the war. A glance at the map is sufficient to show that it would be pedantic under existing circumstances to expect Russia to refrain from any steps that may be necessary to protect the railway and hold the adjacent territory, even though the trading rights of neutrals at treaty ports be interfered with. On the other hand, as China has been unable to preserve her neutrality, Japan will be within her rights in attacking the enemy on Chinese territory. Not can she be expected to draw the line strictly at places already occupied by the Russian forces. "The right of self-preservation in some cases," says Hall (*International Law*, s. 6.), justifies the commission of acts of violence against a friendly or neutral State, when from its position or resources it is capable of being made use of to a dangerous effect by an enemy, when there is known intention on his part so to make use of it, and when, if he is not forestalled, it is almost certain that he will succeed, either through the helplessness of the country or by means of intrigues with a party within it."

TSINGTAO NOTES.

We take the following from the *Deutsch Asiatische Warte* of the 16th and 23rd ult.:

At a general meeting of the German Colonial Society (Tsingtao branch), held on the 11th April, the following gentlemen were elected to serve on the Committee:—apt. uke, Chairman, Messrs. Schomburg, Dr. Krieger, D. Rupp, Naval Paymaster Strelow, Schmidt-Denitz, Dr. Crusen, Henniger, and Dr. Deonitz. The business part of the meeting having been concluded, the superintendent of the mission, Mr. Voskamp, delivered an address "From an old Chinese town," in which he took the large audience through the city of Canton. Consul Dr. Nerz arrived on 12th April en route for Tsinanfu, to take up his new appointment.

The Tsingtao Polo Club held their first public races on the Auguste Victoria Bay, on the 11th. Although originally fixed for the 9th, heavy rain had necessitated a postponement of the meeting. However, on the 11th the weather brightened, and about noon the sun began to peep through the clouds, thus enabling the majority of the Tsingtao sporting community to be on the race-ground by about 2.30 a.m. Prince Adalbert of Prussia honoured the races with his presence.

The customs receipts in Kiaochoo for the first quarter, compared with those of the same period of last year, show as follows:—

	1903.	1904.
January H.K. Tls.	16,255.12	27,564.94
February "	28,583.95	19,885.58
March "	33,073.54	49,479.32
H.K. Tls.	78,314.61	96,729.84

The transport *Silvia* arrived on the 19th April, and the disembarkation of the troops took place the same afternoon.

SHIPPING NOTES.

THE "SIBERIA'S" NEW SKIPPER.

The Pacific Mail Company's liner *Siberia*, which plies between Hongkong and San Francisco, recently had a change in the personnel of her officers. In the future she will be commanded by Captain Arthur O'Neill. Captain O'Neill was formerly with the White Star line and later commanded the steamer *Doric*. He is well known to many Hongkong residents who have sailed the seas on the *Doric*. Captain Sandberg, formerly chief officer of the *Siberia*, has been appointed captain of the steamship *Colon*.

A WEIRD SIGHT.

While steaming at night between Hongkong and Japan the passengers and crew of a Japanese merchant vessel recently saw a phenomenon of extreme rarity—namely, a snow-white sea; not an opaque phosphorescent sparkling surface, but a pure white expanse, having a dazzling effect on the eyes. By contrast with the water the sky was transformed into a black mass which appeared to be overwhelming and threatening the snowy field underneath. The phenomenon lasted from 9 p.m. to 3 a.m. and many of the passengers who witnessed it were too frightened to sleep afterwards.—*Daily Mail*.

MISCELLANEOUS.

The Indo-China s.s. *Lai Sang*, Capt. G. Payne, arrived from Calcutta yesterday. Variable weather was experienced.

The s.s. *Seawater*, from Kutchinotsu yesterday, reports foggy during the last two days of her passage.

The *Phayen* from Saigon with rice, reports fine weather.

The s.s. *Cardium* arrived here yesterday with a full cargo of petroleum for Messrs. Arnold Karberg & Co. She left Pulo Bukum on the 19th ult., Singapore 27th ult. During the latter part of the voyage she experienced fresh N.E. ly winds.

The British India s.s. *Obra* arrived from Rangoon yesterday, her cargo consisting of 7,000 tons of rice, and over 400 tons of general. She experienced fresh N.E. ly winds towards Hongkong.

STEAMER MOVEMENTS.

The C.P.R. steamer *Albatross* arrived at Nagasaki at 9.3 a.m. on Monday, the 2nd inst., and left again at 5 p.m. on Wednesday for Kobe, where she is due to arrive at 2 p.m. on Thursday, the 5th inst.

The P. & A. steamer *Indrapura* arrived at Yokohama on the 30th ult., and may be expected here on the 10th inst.

The C.N. steamer *Tsinan* left Kutchinotsu on the 2nd inst., and is expected here on the 7th inst. at daylight.

The C.N. steamer *Changshin*, from Australasia ports, left Port Darwin on the 30th ult., and is expected here on the 11th inst.

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ESTIMATES FURNISHED.

Hongkong, 15th April, 1904.

PARIS LETTER.

Paris, 1st April.

The outlook in the Far East apart from the actual fighting is considered very serious indeed as far as European Powers are concerned. The stage at bay is a dangerous one. Russia, furious at being unable to make headway either on land or on sea against her rival, is endeavouring to create complications and bring in other countries to join. Great Britain is much too well-walked happily to fall into such a trap, so is America and other interested Powers. To take down foreign flags from private buildings at Newchwang was nothing short of madness on the part of the Russians, who have since been glad to hoist them up again for fear of having other Powers down on them by return. So long as the Russians content themselves with fighting the Japanese in Korea, which is after all the real battlefield, well and good, but let them for a moment devote from that path and for some reason or another forget about respecting the neutrality of China, they will soon be brought to their right senses by those that are so closely watching her movements in every part of the world. One cannot but continue to admire the pluck, wiriness, endurance, and superior fighting qualities of the Japs, who have proved to be fully on the alert, as the Cossacks have recently discovered. The defeat of the Cossacks is significant, so far as rectifying the assumption that Russia is immeasurably superior in mounted troops in Korea. It is a common belief in French military circles that the Russian military authorities know very little about the nature of the country in which they are hence why the under-sized horses of the Japanese cavalry have up to the present proved more suitable than the larger and better-looking mounts of the Cossacks. A great many *Boiteux* cannot explain why so many Russians have been falling back everywhere upon the line of the Yalu river, the more so, as only a few weeks ago large areas were covered with them. Grave events are expected very soon since the ice is rapidly breaking, thus minimising landing difficulties. Are the Russians equal to the occasion? So far the Russians have shown a lamentable want of foresight, while comparatively speaking, they are not as well prepared to fight as are their rivals. The war is actively discussed by Parisians of all classes, most of whom have ceased to confine their interest to the naval operations, since the commencement of the land campaign. Impartial opinion does not hesitate to admit that the Japanese certainly possess tactical advantage; the latter still remain masters of the field, since the Russian cavalry did not succeed in checking their advance towards their objective on the northern frontier. The next few days will most probably decide whether the Japanese intend to force the passage of the Yalu River by means of a frontal attack or whether they will simply hold General Mishchenko's division in check pending the development of the invasion of Manchuria on another line. The Russians, judging by their preparations, expect to be attacked at Newchwang, though it is not certain that the Japanese intend to pursue that course. The fact is very few know anything about the military plans of the Japanese; the veil of impenetrable secrecy which surrounds their movements is highly approved of though it affords a vast field for romances. Truly speaking, the colossal task upon which the Japanese have staked their national existence is such that they cannot afford to give their enemy a single point in the game. It would be next to an unpardonable mistake to look upon the present war as a show. Is it not a tremendous struggle for life and death between a new nation and an immense Empire—the most formidable military power in the world according to Napoleon? Great Britain may be called on to stand by her ally; this equally applies to France, however unpleasant this may sound. This is precisely what is dreaded in both countries at the present moment. As soon as these two nations join their respective allies, the whole of Europe and other parts of the world will be involved. It is only wise to prepare for such events; it rests with politicians to retard the day, and if possible to prevent it, by every means in their power.

A prophet having no honour in his own country explains why Parisians have welcomed M. Auguste Watrin's predictions with so much indifference. The circular distributed by mysterious messengers in various quarters of this capital—emanating from this prophet of evil—has failed to alarm citizens as much as M. Watrin expected, though the pamphlet in question is of a most extraordinary nature. The circular, which is duly signed by M. Auguste Watrin, who calls himself a prophet, is supposed to have been received in the first place from God in the form of a supernatural revelation. The prophet lost no time in coming to Paris for the purpose of delivering his message; his prophecy is one of doom and desolation. "Paris," for instance, he declares, "is about to suffer the fate of Sodom and Gomorrah, for God is angry with this wicked city. Paris has been cursed, but not all of it will be destroyed by fire from heaven. Only the eleven *arrondissements* or wards situated in the centre will be destroyed by the avenging flames; the others will be spared. Why the inhabitants of the Opera quarter should have been singled out for such terrible punishment while their fellow citizens on the outskirts of the city are to escape the awful vengeance, is not told us. No doubt it is necessary to make an example of someone, and the frivolous *habitudes* of the Boulevard have been selected to play the role of the scapegoat. M. Watrin is a tender-hearted Jeremiah, since the awful destiny of so many Parisians fills him with grief—so he says. "My eyes are wet with tears, and my revelations reiterated and authentic. It is my painful duty to warn my fellow-men." Just think that the steel claws of fate are about to lay hold of Paris, while red torrents of fire will annihilate the heart of the city, amid cries of horror and fearful suffering. Amusing as a circular of this kind is, it cannot be said to have been drawn up in a practical manner since the one essential point about it—the probable date of this awful visitation—is not mentioned. The prophet—whom many look upon as an *échappé de Charenton* or lunatic—is also dumb as to the special offence or offences which have provoked the wrath of the Almighty. Parisians are sceptical people, and the foretelling of evil tidings is but an ungrateful task.

The scientific world is most attentively watching the experiments being conducted by that intrepid aeronaut Comte Henry de la Vaulx in marine ballooning on the Mediterranean, in the vicinity of Cannes, which is very crowded just now. The object of the Count's experiments is to show the world what can be done in the art of ballooning; he is sanguine that he will be able to sail about on the Mediterranean as safely in his balloon as he could in a yacht, remaining for a week or fortnight on the water. This masterpiece he hopes to achieve during this coming summer, provided all things go as he has reason to expect. The Count has already solved the problems of demonstrating the stability of the balloon at a small elevation over the surface of the water for an indefinite length of time, and of deviating from the course of the wind at least thirty degrees. The famous aeronaut has experienced some wonderful adventures; he claims to be the champion balloonist of the world, an honour which few care to dispute. His recent trip across the

Channel from Paris to Hull in England is still green in the minds of Parisians and others; no one was prouder than he was to have accomplished so long and successful a journey in his balloon. The Count's landward aerial trip took place last November, since when he has made five more ascents; he has beaten every record in the world, having covered 13,500 miles, passed 882 hours or thirty-six days in his balloons, and conveyed 327 passengers. "This record must be added a still more prouder one, and that is that neither the Count nor any of his companions on his aerial excursions ever received so much as a scratch. Comte Henry de la Vaulx is a good-looking young man, and only 33 years of age, tall, lithe, whose passion is ballooning. There is never anything of the bragart in his descriptions; some of his feats have been truly remarkable; he delicately in thrilling experiences, while his numerous exciting adventures in the air only render him more and more courageous. The most sensational excursion which this young intrepid aeronaut ever undertook was on the 22nd of October, 1898, when accompanied by a friend of his, M. Mallet, they sailed over the terrible fumes of Liège, with a thousand cubic metres of inflammable gas, an elevation rather dangerous, landing in Pommerehne after a voyage of 650 miles. All passed off well happily, while the sights they encountered on that glorious night were unique. Every preparation had been made for a large journey, as the aeromats came nearer to the furnace the effect they declared was truly grandiose; flames shot up from innumerable furnaces, rendering the scene realistically Danteque; it conveyed an idea of the *Inferno*, and recalled its doleful inscription—"Abandon hope all ye who enter here." Fearing to be roasted, the Count decided to mount higher; four hundred yards higher the spectacle was as magnificent, though the conflagration seemed to increase every instant, flames belching out of a hundred huge chimneys, the flames roaring with a sinister noise as they shot up into the clouds, etc., threatening to reach the Count and his companion into the burning whirlpool.

Though every effort is to be made henceforth to combat "absinthism" in France, it must be observed that formerly there can be no question that the French nation was far more free from the vice of intemperance than the English, though at present in Paris and the cities at any rate the scandal is almost as great as could be. The favourite liquor which the French choose to tipple has become more and more deadly in its composition, and consequently in its effects. Originally the only important ingredient in its composition, besides alcohol, was the essential oil of worm-wood, and though doubtless this added something to the mischievous effects of the liquor, it would be impossible to trace to it, or to the other comparatively trivial ingredients, the more serious of the special results which are now observed to occur in the numerous victims of absinthism. The latter, according to recent analysis, now contains a large portion of antimony, a poison which cannot fail to add largely to the irritant effects necessarily produced on the alimentary canal and the liver by constant doses of a concentrated alcoholic liquid. As at present constituted this only applies to inferior absinthe of course, and especially when consumed in the disastrous excess now common in Paris by young and old of both sexes, and taken frequently upon an empty stomach, absinthe forms a chronic poison of almost unequalled virulence, both as an irritant to the stomach and bowels, and also as a destroyer of the nervous system. The addition of antimony is likely intended to produce the doubtful benefit of rendering absinthe less intoxicating, for it is notorious that tartar emetic is only given to drunkards by their friends to quiet their fury. As it would be impossible to adulterate the liquor with sufficiently large doses without risking the production of nausea or actual sickness, the quantity of antimony actually introduced into absinthe only serves to do all the mischief possible without any corresponding good.

La Montanier, by Messrs. de Caillavet de Flore and Dubois-Joffrin, is an excellent play produced a few nights ago at the Vaudeville Theatre. Strong doubts existed as to its success considering that the play had been subjected to a considerable amount of discussion in advance, and that three dramatic authors of repute had combined to write the piece. Its success was however assured from the moment that talented players as Madame Favart and M. Coquelin *ad hoc* agreed to act the leading parts. The first act takes place in the old curiosity shop of La Montanier's aunt, and when the curtain rises the celebrated *concoctienne* (Mme. Rejane) enters with Neville, her latest admirer, to whom she vows everlasting fidelity. She next announces her intention of taking a theatre, and making Neville the manager. An impromptu supper is arranged in which act the *concoctienne* is seen at her best, the cunning and ingenious way in which she obtains from the Duc de Richelieu a concession for a theatre in the Palais Royal, and the necessary funds from her noble admirer, being in themselves entirely enthusiastic. M. Coquelin comes on in the next scene, the green-room of the Theatre Montanier, as an old actor in love with La Montanier, the celebrated comedienne has a very subordinate part to Mlle. Rejane, nevertheless he has some excellent opportunities for his fine elocution as the mouthpiece of high-sounding sentiments on the theatre, patriotism, and liberty. In her theatre La Montanier is hiding an aristocrat disguised as a player, and when threatened with arrest she saves her lover and her troupe by enrolling her actors as soldiers. In the following act we are at Jemappes on the battlefield, where the comedienne, headed by La Montanier and Neville, play an important part in securing victory and save the army by arresting the Austrians. In the final act La Montanier, heartbroken at the supposed death of her lover, regains the love of her husband; just then the resuscitated Neville appears, when La Montanier falls on her knees before him, and all is forgotten and forgiven. The audience expressed itself delighted with the play on the first night, and requested the curtain to be raised again several times. The play is eminently fitted to show the inimitable talents of Madame Rejane, and Messrs. Coquelin *ad hoc* and Jean Coquelin; the staging too, which could be desired. There is every appearance of *La Montanier* lasting through the season.

Messrs. Pelletan, present Minister of Marine, and ex-Minister of Marine Lockroy, are the principal actors in the pending battle now raging in the Chamber of Deputies over the Parliamentary inquiry into the state of the Navy. M. Lockroy bitterly denounced M. Pelletan, whom he accused of having disorganised the French Navy, since he was appointed head of the Admiralty. The state of things was so critical, continued the enraged and jealous M. Lockroy, that were war to break out France would be herself with a Navy only half armed and inadequately provisioned. Though this assertion caused a temporary profound sensation in the House, it did not shake the confidence of M. Combes, the Premier, in M. Pelletan, who waited patiently until his aggressor had finished his speech, before replying to the charge. As soon as order was restored, he once more declared that there was no foundation for M. Lockroy's attacks, and that he could assure the Chamber in all sincerity, as he had done on several occasions before, that

France was prepared for any eventuality, and that the French Squadron in the Far East—specially selected for denunciation by the members of the Opposition—was capable of meeting any possible attack. The Chamber finally voted for the appointment of an extra Parliamentary Commission of Enquiry into the whole question of the condition of the Navy, and of the state of the Colonial defences by 312 to 236 votes. M. Pelletan is above paying the least attention to the shouts of derision raised on his appearance in the Chamber. He is not in the least afraid to stare out his enemies, and by his cool determination, make them look small. Let facts speak for themselves, remarks M. Pelletan, who has brought the Navy to a better state than that in which he found it. M. Pelletan has caused the anger of those Admirals who fancy themselves State within a State, by his policy to sweep out the cobwebs in their respective offices with as little delay as possible.

Rooks are having a terrible time of it in Paris just now. Since M. Loubet twelve months ago ordered that the nests of quite an army of those birds which had built their nests in the trees of the Elysee Palace gardens were to be destroyed Parisians have complained of the nuisance in other parts of the city. The authorities are busy clearing public gardens and squares of the presence of such noisy birds. There are too many rooks in Paris actually, a few less of these unwelcome visitors would enable tired citizens to enjoy a little more sleep.

The distribution of charity in Paris of late has become simply disgraceful. According to statistics to hand of a private charitable institution, more than two thousand members of the Parisian aristocracy appear on the books of the institution. The amount distributed in charity to these really supposed to benefit by the institution is 4,473 frs. 20 c. In other words, after the officials have drawn their salaries, paid their office rent, and the expenses incurred by making themselves nice and comfortable—spending in this way nearly £2,100—there remained less than 5,000 francs, or £200, for the poor of Paris! Another illustration that charity begins at home.

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Navy Contractors, Sailmakers, Provision

and Coal Merchants, Sole Agents for

Hartmann Rahlfsen's Genuine Com-

position Red II and Brand.

REMARK & CO.,

Navy Contractors, Ship Chandlers,

Provision and Coal Merchants, Sail-

makers, &c. Fresh Water supplied to

Vessels in the Harbour

KWONG SANG & CO.,

Shipchaulders, Sailmakers, Provisioners

Coal Merchants, Hardware, Engineers

Tools, Brass and Iron Merchants

144, Des Vaux Road.

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 15th March, 1904. 178

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine

and Accommodation.

Apply—

MA AGNES, Macdonnell Road

or

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1904. 171

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE,"

2 & 4, KENNEDY ROAD,

and

"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort.

Well furnished rooms facing the harbour.

For terms, apply to—

Mrs. G. SACHSE,

"St. George's House,"

Hongkong, 17th March, 1903. [70]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill,

Hongkong, 1st January, 1892.



A perfect complexion

depends on delicacy of skin, which is conferred by

'DARLING' 'LANOLINE'

No imitation can bear the 'Darling'.

No imitation can be called 'Darling'.

'DARLING' TOILET 'LANOLINE'

in collapsible tubes.

'DARLING' 'LANOLINE' TOILET SOAP.

1552-2

"BILLIARDS"

Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.

THOROUGHLY SEASONED.

CRYSTAL AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES
AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Office of this paper.

JOHN ROBERTS & CO., LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS,

BOMBAY.

Hongkong, 6th April, 1904.

[927-2]

LANE, CRAWFORD & CO. FOLDING CANVAS CAMP BEDSTEADS

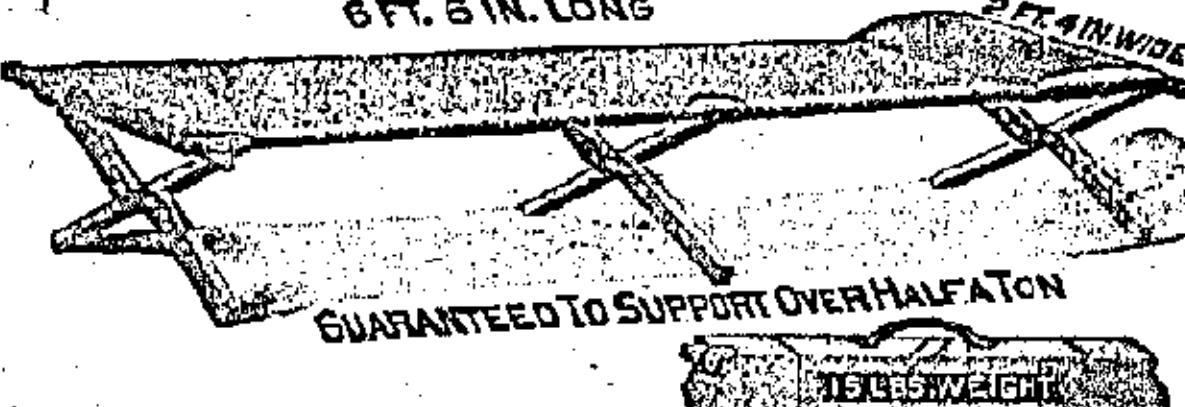
THE MOST

PORTABLE

CAMP BED-

STEADY EVER

MADE.



\$9 each.

THIN TROPICAL BLANKETS, \$3.50 EACH.

A NECESSITY AND A LUXURY FOR THE SUMMER.

43

JAPAN COALS.

MITSUI BUSSAN KAISHA
MITSUI & CO.

HEAD OFFICE—1, SUBURGO-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 10th HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,

Choofoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,

Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki,

Kuchino, Sasebo, Maidzuru Miki, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State

Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail

and Freight Steamers.

SOLE PROPRIETORS of the Famous Miki, Tagawa

SHIPPING.

ARRIVALS.
May 2, PHU YEN, French str., 1,208, Thomas, Saigon 28th April, General—BRADLEY & Co.
May 3, CARDINEN, British str., 3,594, Daniel, Palo Bankam 19th April and Singapore 27th, Bulk Petroleum—ARNHOLD, KARLBERG & Co.
May 3, ERNEST SIMONS, French str., 2,162, Bourdon, Marseilles 3rd April and Saigon 30th, Mails and General—MESSAGIERIES MARITIMES.
May 3, NAMSANG, British str., 2,391, G. Payne, Calcutta and Singapore 27th April, General—JARDINE, MATHESON & Co.
May 3, PERA, British str., 4,916, A. L. Valentini, London 29th March and Singapore 29th April, General—P. & O. S. N. Co.
May 3, SWANLEY, British str., 2,907, J. Dawson, Kutchinoten 28th April, Bunker Coal—GIBB, LIVINGSTON & Co.

CLEARANCES.

At the Harbour Master's Office.
3rd May.
Holstein, German str., for Saigon.
Phu Yen, French str., for Yokohama.
Tamsui, British str., for Shanghai.
Trilos, German str., for Swatow.

DEPARTURES.

3rd May.
ANNAM, French str., for Europe.
ARAGONIA, German str., for Yokohama.
CATHERINE APGAR, British str., for Calcutta.
CHOWFA, German str., for Bangkok.
CHOSANO, British str., for Shanghai.
DEUCALION, British str., for Shanghai.
HANOL, French str., for Hongkong.
KANAGAWA MARU, Japanese str., for Yokohama.
KASHIO, British str., for Shanghai.
LOONGMOON, German str., for Canton.
LOONGSANG, British str., for Manila.
MACHEW, German str., for Bangkok.
ORANGE, Norw. str., for Saigon.
PINGSUET, British str., for London.
SUNGKIANG, British str., for Manila.
TAIWAN, Chinese str., for Chinkiang.
TAIWAN, British str., for Shanghai.
THEMIS, Norwegian str., for Kobe.
TJILATJAP, Dutch str., for Shanghai.

VESSELS IN DOCK.

3rd May.
ADELPHI DOCK.—H. I. G. M. S. Moeve, Adamant, Apurade, Honam, U.S.S. Monterey, Hoiho, H.M.S. Taku, Amami.
COMMERCIAL DOCK.—

VESSELS PASSED ANKER.

April 17, German str., Bergedorf, Saigert, Jan. 23, from Hamburg via Australia, for Batavia.
April 19, Dutch str., Tandula, Coaradi, Mar. 4, from Amsterdam via Djeddah, for Batavia.
April 19, British str., Vienna, Feb. 25, from Penarth for Nagasaki.
April 20, British str., Islander, Wright, April 18, from Christmas Island for Singapore.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
The Company's Steamship

FOR SWATOW, AMOY AND FOCHOOW.
The Steamship

"HAITAN."
Captain Rensch, will be despatched for the above ports TO-DAY, the 4th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 2nd May, 1904. [117]

AMERICAN ASIATIC STEAMSHIP COMPANY.
The Steamship

FOR NEW YORK VIA SUEZ CANAL.
"RAS ISSA."
will be despatched for the above port on THURSDAY, the 26th May.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 26th April, 1904. [1098]

"BEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP
(via SUEZ CANAL).
The Steamship

"REVALDER."
Captain Melatos, will be despatched as above on or about the 7th May.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 16th April, 1904. [1021]

STEAMSHIP SERVICE TO NEW YORK
via SUEZ CANAL.
(With liberty to call at Philippine Ports)
The Steamship

"BREIZ HUEL."
will be despatched as above on or about the 12th May.
For Freight & further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, 28th April, 1904. [1128]

NORDDEUTSCHER LLOYD, BREMEN.
NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to
TAWAU, LABAD DATU AND LABUAN.
The Company's Steamship

"BORNEO."
Captain Muhle, is now ready to load for the above ports.
For Freight or Passage, apply to
MELOCHERS & CO.,
Agents.
Hongkong, 29th April, 1904. [1147]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 28th August, 1897. [8]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	7th inst., at Noon.
LONDON & ANTWERP (via SUEZ CANAL)	BENALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 7th inst.
LONDON & ANTWERP	ANTENOR	Brit. str.	B. H. W. Snow	BUTTERFIELD & SWIRE	10th inst.
LONDON & ANTWERP	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th inst.
LONDON & ANTWERP	ALCINOUS	Brit. str.		BUTTERFIELD & SWIRE	14th inst.
LONDON & ANTWERP	DEUCALION	Brit. str.		BUTTERFIELD & SWIRE	17th inst.
LONDON & ANTWERP	AGAMEMNON	Brit. str.		BUTTERFIELD & SWIRE	21st inst.
BRITISH, via PORTS OF CALL	BAYERN	Ger. str.	R. Heintze	MELCHERS & CO.	25th inst., at Noon.
HAYRE & HAMBURG	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	13th inst.
HAYRE & HAMBURG	MADHUR	Ger. str.	Storn	HAMBURG-AMERIKA LINIE	17th inst.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	31st inst.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	14th June.
HAYRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	28th June.
HAYRE & HAMBURG	MAERBURG	Ger. str.	Rassevich	SANDER, WIELER & CO.	20th inst., P.M.
RIESTE, &c., via SINGAPORE, &c.	ACHILLES	Brit. str.		BUTTERFIELD & SWIRE	17th inst.
GENOA, MARSEILLES & LIVERPOOL	TEENKAT	Brit. str.		BUTTERFIELD & SWIRE	20th June.
NEW YORK, via PORTS & SUEZ CANAL	SHIMOSA	Brit. str.		DODWELL & CO. LD.	About 10th inst.
NEW YORK, via SUEZ CANAL	BREIZ HUEL	Brit. str.		STANDARD OIL CO.	About 12th inst.
NEW YORK, via SUEZ CANAL	RAS ISSA	Brit. str.		SHEWAN, TOMES & CO.	20th inst.
VANCOUVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.		CANADIAN PACIFIC R. CO.	14th inst.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.		CANADIAN PACIFIC R. CO.	21st inst.
VICTORIA (B.C.) & SEATTLE via N'SARI, &c.	CALCHAS	Brit. str.		BUTTERFIELD & SWIRE	14th June.
VICTORIA (B.C.) & TACOMA via JAPAN	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO. LD.	14th June.
PORTLAND, OREGON	ARAGONIA	Brit. str.	Schmidt	PORTLAND & ASIATIC CO.	9th inst.
AUSTRALIAN PORTS	TRISAN	Brit. str.		BUTTERFIELD & SWIRE	11th inst., Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.		GIBB, LIVINGSTON & CO.	About 5th inst.
YOKOHAMA & KOBE	PEHA	Brit. str.	A. L. Valentini	P. & O. S. N. Co.	About 5th inst.
YOKOHAMA & KOBE	CHASUSIA	Brit. str.		BUTTERFIELD & SWIRE	13th inst.
YOKOHAMA & KOBE	WOOSUNG	Brit. str.		BUTTERFIELD & SWIRE	14th June.
YOKOHAMA & KOBE	HUNAN	Brit. str.		BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE	KIUKIANG	Brit. str.		BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE	WUHU	Brit. str.		BUTTERFIELD & SWIRE	6th inst.
YOKOHAMA & KOBE	LOONGMOON	Ger. str.	Kalkofen	SHEWAN & CO.	7th inst., at 3 P.M.
YOKOHAMA & KOBE	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	About 8th inst.
YOKOHAMA & KOBE	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSEN KAISHA	11th inst., 10 A.M.
YOKOHAMA & KOBE	FRITHJOFF	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	8th inst., 10 A.M.
YOKOHAMA & KOBE	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSEN KAISHA	15th inst., 10 A.M.
YOKOHAMA & KOBE	HATAN	Jap. str.	H. Kraft	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
YOKOHAMA & KOBE	ROCH	Jap. str.	Roch	DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
YOKOHAMA & KOBE	HEDGINS	Brit. str.	Hedgins	DOUGLAS LAFRAIK & CO.	6th inst., 11 A.M.
YOKOHAMA & KOBE	CHIRLI	Brit. str.		BUTTERFIELD & SWIRE	7th inst.
YOKOHAMA & KOBE	KALFONG	Brit. str.		BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO. LD.	About 7th inst.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	7th inst., 10 A.M.
YOKOHAMA & KOBE	EMPIRE	Brit. str.	H. Rodger	SHEWAN, TOMES & CO.	11th inst., at Noon.
YOKOHAMA & KOBE	REBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	14th inst., 10 A.M.
YOKOHAMA & KOBE	Muhle	Ger. str.		MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBE	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & CO.	11th inst., at Noon.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship
"EMPIRE."
Captain Helms, will be despatched for the above port on WEDNESDAY, the 11th May, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st April, 1904. [1072]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE."
Captain Helms, will be despatched for the above ports on WEDNESDAY, the 11th May, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th April, 1904. [1032]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG, 1904.

"SHIMOSA" ... 10th May.

"SATSUMA" ... 31st May.

For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 29th April, 1904. [877]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, LANGKON, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

The Company's Steamship.

"MARQUIS BACQUEHEM."

Captain Rassevich, will be despatched as above on FRIDAY, the 20th inst., P.M.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 2nd May, 1904. [3]

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

LYNDHURST, British 4-m. barque, Parsell—Standard Oil Co.

MACQUARIE, British str., St. John George—Gibb, Livingston & Co.

13

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat., 7th May, 10 A.M.
RUBI	2540	R. W. Almond	Manila	Sat., 14th May, 10 A.M.
PERLA	2540	A. H. Nottley		

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 30th April, 1904. [16]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR

YOKOHAMA, via SHANGHAI, MOJI, KOBE & YOKOHAMA (Passing through the Inland Sea)

LONDON, &c.

SHANGHAI

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 30th April, 1904. [1]

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

ANPING, via SWATOW AND AMOY

TAMSUI, via SWATOW AND AMOY

FOOCHOW, via SWATOW AND AMOY

TAMSUI, via SWATOW AND AMOY

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 3rd May, 1904. T. ARIMA, Manager [15]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.

HAYRE and HAMBURG (Calling at Singapore and Colombo)

MAERBURG (Calling at Singapore and Penang)

STRASSBURG (Calling at Singapore and Colombo)

SEGOVIA (Calling at Singapore and Penang)

NURNBERG (Calling at Singapore and Colombo)

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

13

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Saturday, May 21st
TREMONT	9,606	T. W. Garlick	Tuesday, June 28th
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT, 9,606 tons, W. M. Smith, About 7th May.
S.S. TREMONT, 9,606 tons, T. W. Garlick, About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 30th April, 1904. [7]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.

R.M.S. "TARTAR" ... 4,425 Tons ... SATURDAY, 21st May.

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st June.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd June.

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th July.

Hongkong to London, 1st Class ... via St. Lawrence ... via New York ... \$262.

Intermediate on Steamers, ... \$40. ... \$42.

and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
8, Melville Street

6.

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 3rd May, 1904. [114]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI via INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR

SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR

POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dally and the Trans-Siberian Railway is discontinued.

The *Empress of Japan*, with the Canadian mail, left Shanghai on Monday, the 2nd inst., at 10 a.m., and may be expected here to-day.

The *Coptic*, with the American mail, leaves Manila on Tuesday, the 3rd inst., and may be expected here on or about Friday, the 6th inst.

The *Swatow*, with the English mail, left Singapore on Sunday, the 1st inst., at 1 p.m., and may be expected here on or about Friday, the 6th inst. This packet brings replies to letters despatched from Hongkong on the 8th of March.

MAILS WILL CLOSE

FOR	PER	DATE.
Canton	Hankow	Wednesday, 4th, 7.30 A.M.
Swatow, Amoy and Anping	Trifon	Wednesday, 4th, 9.00 A.M.
Swatow, Amoy and Foshow	Haitan	Wednesday, 4th, 9.00 A.M.
Yokohama and Kobe	Obha	Wednesday, 4th, 11.00 A.M.
Manila	Hemphill	Wednesday, 4th, 12.15 P.M.
Swatow, Chefoo and Tientsin	Wong	Wednesday, 4th, 2.00 P.M.
Shanghai	Wong	Wednesday, 4th, 3.00 P.M.
Manila	Kifong	Wednesday, 4th, 3.00 P.M.
Saigon	Gaca	Wednesday, 4th, 5.00 P.M.
Haiphong	Signal	Wednesday, 4th, 5.00 P.M.
Hoihoi, Pakhoi and Haiphong	Carl Diederichsen	Wednesday, 4th, 5.00 P.M.
Namtau	Taichun	Wednesday, 4th, 5.00 P.M.
Saibue	Hofu	Wednesday, 4th, 5.00 P.M.
Manila	Wingphat	Wednesday, 4th, 5.00 P.M.
Kongmoon, Kumbuk and Samsui	Tak Hing	Wednesday, 4th, 5.00 P.M.
Canton	Kushan	Thursday, 5th, 7.30 A.M.
Kudat and Sandakan	Rorow	Thursday, 5th, 8.00 A.M.
Saigon	Telenchun	Thursday, 5th, 1.00 P.M.
Chabon	Karia	Thursday, 5th, 3.00 P.M.
Shanghai	Tungang	Thursday, 5th, 3.00 P.M.
Shanghai	Huaw	Thursday, 5th, 3.00 P.M.
Canton	Pahsen	Thursday, 5th, 5.00 P.M.
Canton	Hanhou	Friday, 6th, 7.30 A.M.
Swatow	Huiching	Friday, 6th, 10.00 A.M.
Shanghai	Kiuking	Friday, 6th, 3.00 P.M.
Canton	Powen	Friday, 6th, 5.00 P.M.
Manila	Kishan	Saturday, 7th, 7.30 A.M.
Saigon	Zofen	Saturday, 7th, 9.00 A.M.
Manila	Shavenuit	Saturday, 7th, 10.00 A.M.
Singapore, Batavia, Samarang, Sourabaya and Macassar	Tjipanas	Saturday, 7th, 10.00 A.M.
Meji, Kobo, Yokohama and San Francisco	Algoa	Saturday, 7th, 11.00 A.M.
Shanghai	Kwongkong	Saturday, 7th, 2.00 P.M.
Shanghai	Loomoon	Saturday, 7th, 2.00 P.M.
Shanghai	Wah	Saturday, 7th, 3.00 P.M.
Swatow and Tientsin	Chihli	Saturday, 7th, 3.00 P.M.
Canton	Bahau	Sunday, 8th, 9.00 A.M.
Timon, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Tainan	Monday, 9th, 3.00 P.M.
Straits and Calcutta	Namsang	Tuesday, 10th, 2.00 P.M.
Singapore, Penang and Bombay	Ischia	Wednesday, 11th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU AND SAN FRANCISCO (B.C.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU AND SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Yokohama and Kobe.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU AND SAN FRANCISCO (B.C.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

TO-MORROW.

Sale, Embeled Ware, Siles Rooms, Messrs. Hughes & Hough, 11 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	3rd May.
Telegraphic Transfer	1.91
Bank Bills, on demand	1.91
Bank Bills, at 30 days' sight	1.91
Bank Bills, at 4 months' sight	1.91
Credits, at 4 months' sight	1.91
Documentary Bills, 4 months' sight	1.91
ON PAIRS.	
Bank Bills, on demand	2.22
Credits, at 4 months' sight	2.22
ON GERMANY.	
Bank Bills, on demand	181
Bank Bills, on demand	43
Credits, 60 days' sight	44
ON LUXEMBOURG.	
Bank Bills, on demand	132
Credits, on demand	132
ON CALIFORNIA.	
Telegraphic Transfer	132
Bank, on demand	132
ON MANHATTAN.	
Bank, at night	72
Private, 30 days' sight	71
ON YOKOHAMA.	
On demand	87
ON SINGAPORE.	
On demand	106
ON MANILA.	
On demand	23 p.m.
ON BANGKOK.	
On demand	23 p.m.
SOVEREIGNS, Bank's Buying Rate	111.5
GOLD LEAF, 100 fine, per tael	58.50
BANK SILVER, per tael	25

OPUM.

Quotations are—	27th April.
Malwa New	\$100 to \$102 per picul
Malwa Old	\$100 to \$102 per picul
Malwa, Older	\$112 to \$114 per picul
Malwa V. Old	\$118 to \$120 per picul
Perian fine quality	\$90 to " "
Perian extra fine	\$91 to " "
Patna New	\$134 to " "
Patna Old	\$135 to " "
Penares New	\$134 to " "
Penares Old	\$137 to " "

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of Japan* arrived at Shanghai at 11.30 p.m. on the 1st inst., and left again at 10 a.m. on the 2nd for Hongkong, where she is due to arrive at noon on the 4th inst.

THE AMERICAN MAIL.

The O. & O. steamer *Coptic*, from San Francisco, left Yokohama for this port via Kobe, &c., on the 22nd ult.

The P.M. steamer *Korea* left San Francisco for this port via Honolulu, &c., on the 15th ult.

THE ENGLISH MAIL.

The P. & O. steamer *Simla* left Singapore for this port on the 1st inst., at 1 p.m., and is due here on the 6th inst., at about noon.

THE GERMAN MAIL.

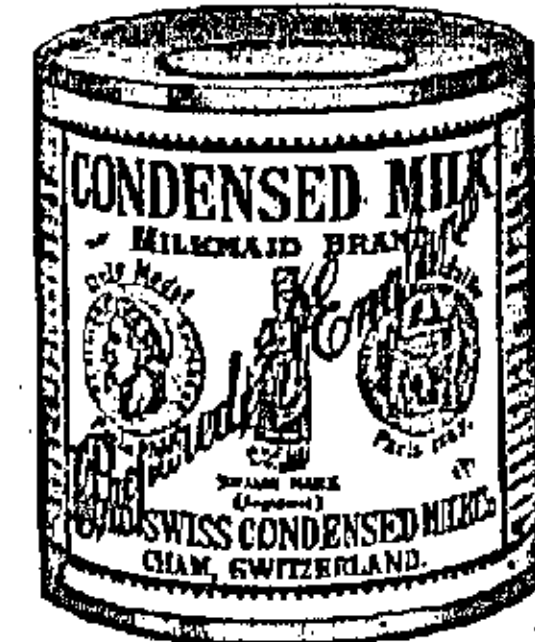
The Imperial German mail steamer *Oldenburg* left Colombo on Thursday, a.m., and may be expected here on Monday, the 9th inst.

The Imperial German mail steamer *Sachsen* left Colombo on Sunday, a.m., and is expected here on the 12th inst.

THE INDIAN MAIL.

The Indo-China steamer *Sindbad* left Calcutta for this port via the Straits on the 23rd ult., and is expected here on the 10th inst.

Milkmaid BRAND Milk



Guaranteed Full Cream.

Largest Sale in the World.

JOINT STOCK SHARES.

COMPANY	PAID UP	LIABILITIES	LIABILITIES
Hongkong & Shanghai	125	125	125
Nat. Bank of China	48	48	48
A. S. S. S. S.	28	28	28
B. S. S. S. S.	28	28	28
C. S. S. S. S.	28	28	28
D. S. S. S. S.	28	28	28
E. S. S. S. S.	28	28	28
F. S. S. S. S.	28	28	28
G. S. S. S. S.	28	28	28
H. S. S. S. S.	28	28	28
I. S. S. S. S.	28	28	28
J. S. S. S. S.	28	28	28
K. S. S. S. S.	28	28	28
L. S. S. S. S.	28	28	28
M. S. S. S. S.	28	28	28
N. S. S. S. S.	28	28	28
O. S. S. S. S.	28	28	28
P. S. S. S. S.	28	28	28
Q. S. S. S. S.	28	28	28
R. S. S. S. S.	28	28	28
S. S. S. S. S.	28	28	28
T. S. S. S. S.	28	28	28
U. S. S. S. S.	28	28	28
V. S. S. S. S.	28	28	28
W. S. S. S. S.	28	28	28
X. S. S. S. S.	28	28	28
Y. S. S. S. S.	28	28	28
Z. S. S. S. S.	28	28	28

HONGKONG TIDE TABLE.

Day	High Water	Low Water
Mon.	10.10	4.10
Tues.	10.12	4.12
Wed.	10.14	4.14
Thurs.	10.16	4.16
Fri.	10.18	4.18
Sat.	10.20	4.20
Sun.	10.22	4.22

HONGKONG HIGH-LEVEL TRAM.

WATSON'S COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	WEEK DAYS.
7.30 a.m. to 9.00 a.m. Every 10 minutes.	7.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 10 minutes.	9.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.	11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 10 minutes.	1.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 5.00 p.m. Every 10 minutes.	3.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.	5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 9.00 p.m. Every 10 minutes.	7.00 p.m. to 9.00 p.m. Every 10 minutes.
9.00 a.m. to 9.00 a.m. Every 10 minutes.	9.00 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.	9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 10 minutes.	9.30 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.	10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.	11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 10 minutes.	1.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 5.00 p.m. Every 10 minutes.	3.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.	5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 9.00 p.m. Every 10 minutes.	7.00 p.m. to 9.00 p.m. Every 10 minutes.
9.00 a.m. to 9.00 a.m. Every 10 minutes.	9.00 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.	9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 10 minutes.	9.30 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.	10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.	11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 10 minutes.	1.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 5.00 p.m. Every 10 minutes.	3.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.	5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 9.00 p.m. Every 10 minutes.	7.00 p.m. to 9.00 p.m. Every 10 minutes.
9.00 a.m. to 9.00 a.m. Every 10 minutes.	9.00 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.	9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 10 minutes.	9.30 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.	10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.	11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 10 minutes.	1.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 5.00 p.m. Every 10 minutes.	3.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.	5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 9.00 p.m. Every 10 minutes.	7.00 p.m. to 9.00 p.m. Every 10 minutes.
9.00 a.m. to 9.00 a.m. Every 10 minutes.	9.00 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.	9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 10 minutes.	9.30 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.	10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.	11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 10 minutes.	1.00 p.m. to 3.00 p.m. Every 10 minutes.
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5.00 p.m. to 7.00 p.m. Every 10 minutes.	5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 9.00 p.m. Every 10 minutes.	7.00 p.m. to 9.00 p.m. Every 10 minutes.
9.00 a.m. to 9.00 a.m. Every 10 minutes.	9.00 a.m. to 9.00 a.m. Every 10 minutes.
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9.30 a.m. to 10.30 a.m. Every 10 minutes.	9.30 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.	10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.	11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 10 minutes.	1.00 p.m. to 3.00 p.m. Every 10 minutes.
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11.00 a.m. to 1.00 p.m. Every 10 minutes.	11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 10 minutes.	1.00 p.m. to 3.00 p.m. Every 10 minutes.
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1.00 p.m. to 3.00 p.m. Every 10 minutes.	1.00 p.m. to 3.00 p.m. Every 10 minutes.
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1.00 p.m. to 3.00 p.m. Every 10 minutes.	1.00 p.m. to 3.00 p.m. Every 10 minutes.
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11.00 a.m. to 1.00 p.m. Every 10 minutes.	11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 10 minutes.	1.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 5.00 p.m. Every 10 minutes.	3.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.	5.00 p.m. to 7.00 p.m. Every 10 minutes.
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5.00 p.m. to 7.00 p.m. Every 10 minutes.	5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 9.00 p.m. Every 10 minutes.	7.00 p.m. to 9.00 p.m. Every 10 minutes.
9.00 a.m. to 9.00 a.m. Every 10 minutes.	9.00 a.m. to 9.00 a.m. Every 10 minutes.